



# Coordinated Transportation Investment Plan

Evaluation Criteria  
May 5, 2005

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# Evaluation Criteria

- Why evaluation criteria are needed?
  - Screen potential transportation improvement ideas
  - Prioritize improvements



# Principles

- Support Northgate Area Comprehensive Plan
- Transportation Element of the Comprehensive Plan and Transportation Strategic Plan.
- Be consistent with SDOT project prioritization process.



# Recommended Evaluation Criteria

- Safety
- Neighborhood Livability
- Pedestrian Mobility
- Bicycling Mobility
- Transit Rider Mobility
- Auto Driver Mobility
- Cost-Effectiveness and implementation Feasibility
- Housing and Economic Development
- Infrastructure Preservation and Maintenance
- Environmental Sustainability

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A photograph of a busy city street. In the foreground, a silver Volkswagen and a dark GMC SUV are driving towards the camera. To the left, a pedestrian in a black jacket and red pants is walking on the sidewalk. The background shows other cars and city buildings.

# Safety

- Improve safety for pedestrian travel.
- Reduce bicycle/vehicle conflicts.
- Address where pedestrian and bicycle collision problems exist.
- Address high number of vehicle collisions and high collision rates.



## Neighborhood Livability

- Reduce excessive through-traffic volumes.
- Minimize increased traffic volumes on adjacent streets.
- Keep vehicle speeds at 25 mph or less.
- Reduce risks of pedestrian and bicycle collisions with vehicles.



# Pedestrian Mobility

- Enhance pedestrian travel.
- Improve pedestrian access to key activity areas such as TC, Commercial areas, etc.
- Improve pedestrian connectivity in the neighborhoods.
- Reduce barriers.

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# Bicycling Mobility

- Enhance bicycle travel.
- Improve bicycle access to key activity centers.
- Improve bicycle access to Burk-Gilman Trail and Green Lake.
- Improve bicycle facilities.

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# Transit Rider Mobility

- Achieve increased transit speed and/or reliability.
- Improve transit coverage and services for residents, particularly seniors.
- Improve transit services for employees.

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# Auto Driver Mobility

- Reduce roadway and intersection traffic congestion.
- Satisfy the corridor LOS and intersection LOS benchmarks.



# Cost-Effectiveness and Implementation Feasibility

- Have a high cost-benefit ratio (qualitative assessment).
- Likely to be funded with outside funding sources.
- Implemented by other agencies.
- Funded with existing City resources.
- Funded with new funding sources.



# Housing and Economic Development

- Support housing and business growth.
- Minimize impacts on businesses.
- Would not displace residences or businesses.

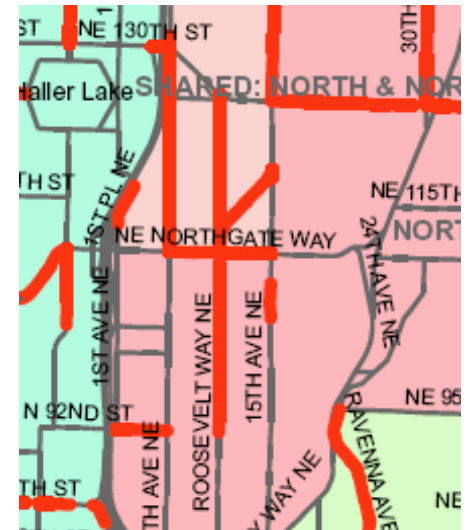
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# Infrastructure Preservation/Maintenance

- Improve the condition of the streets designated for improvements.
- Reduce the backlog of deferred maintenance.



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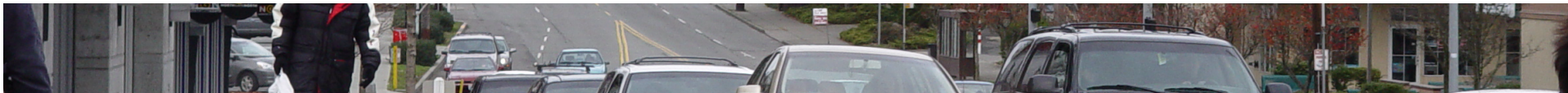




# Environmental Sustainability

- Improves air quality.
- Reduces noise.
- Does not damage to critical areas.

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# Weights and Max. Points

Evaluation Criteria	Weight	Maximum Point
Safety	4	20
Neighborhood Livability	3	15
Pedestrian Mobility	2	10
Bicycling Mobility	2	10
Transit Rider Mobility	2	10
Auto Driver Mobility	2	10
Cost-effectiveness and Implementation Feasibility	2	10
Housing and Economic Development	1	5
Infrastructure Preservation/Maintenance	1	5
Environmental Sustainability	1	5
<b>Total Maximum Point</b>		<b>100</b>

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